

IN THE CLAIMS

Original claims 1 through 19 are cancelled. New claims 20 through 52 have been added, as indicated below:

Claims 1 through 19: **Cancelled**

20. (New) A method for operation of a rail-borne vehicle in a tunnel, whereby the vehicle is closely surrounded by the tunnel tube such that a substantial portion of the air displaced by the vehicle as it travels through the tunnel is not directed between the vehicle and tunnel, said method comprising directing the air displaced by the vehicle through at least one channel located outside of the tunnel and connected to the tunnel by at least one opening between the channel and the tunnel.

21. (New) The method as in claim 20, wherein the channel also functions as an emergency path for escape or rescue.

22. (New) The method as in claim 20, wherein the air displaced by the vehicle is directed into and out of the channel as the vehicle travels through the tunnel by a plurality of openings between the tunnel and the channel.

23. (New) The method as in claim 20, further comprising evacuating the tunnel at least partially as the vehicle travels through the tunnel.

24. (New) The method as in claim 20, wherein conduction of the air displaced by the vehicle into the channel is assisted with a turbine.

25. (New) The method as in claim 24, wherein the turbine is located within the channel.

26. (New) The method as in claim 20, wherein a portion of the air displaced by the vehicle is directed through the vehicle and back into the tunnel behind the vehicle.

27. (New) A method for operation of a rail-borne vehicle in a tunnel, whereby the vehicle is closely surrounded by the tunnel tube such that a substantial portion of the air displaced by the vehicle as it travels through the tunnel is not directed between the vehicle and tunnel, said method comprising directing the air displaced by the vehicle through the vehicle and back into the tunnel behind the vehicle.

28. (New) The method as in claim 27, wherein conduction of the displaced air through the vehicle is assisted with a turbine.

29. (New) The method as in claim 28, wherein the turbine is located within the vehicle.

30. (New) The method as in claim 27, wherein at least a portion of the air displaced by the vehicle is directed through an opening in the tunnel into a channel disposed outside of the tunnel.

31. (New) A track system for a rail-borne vehicle, comprising:
a tunnel having an interior wall circumference closely matching an exterior profile of the vehicle such that a substantial portion of the air displaced by the vehicle as it travels through said tunnel is not directed between the vehicle and said tunnel;
at least one channel located outside of said tunnel and connected to said tunnel interior by at least one opening between said channel and said tunnel; and
whereby air displaced by said vehicle traveling through said tunnel is directed through said opening and into said channel.

32. (New) The track system as in claim 31, further comprising vehicle guidance add-on pieces attached to said tunnel interior wall.

33. (New) The track system as in claim 32, wherein said guidance add-on pieces comprise any combination of stator surfaces, lateral guide rails, gliding laths, or stabilizers.

34. (New) The track system as in claim 31, wherein said add-on pieces are configured for multiple functionalities.

35. (New) The track system as in claim 31, wherein said channel is configured as an emergency path for escape and rescue.

36. (New) The track system as in claim 31, wherein said channel is in communication with the outside environment such that displaced air within said channel is conducted to outside of said tunnel.

37. (New) The track system as in claim 31, comprising a plurality of said openings between said tunnel and said channel such that displaced air within said channel is conducted back into said tunnel behind the vehicle.

38. (New) The track system as in claim 31, wherein said opening is closeable.
39. (New) The track system as in claim 31, wherein said tunnel is configured for evacuation of air within said tunnel.
40. (New) The track system as in claim 31, wherein a cross-sectional profile of said tunnel is substantially identical to a cross-sectional profile of the vehicle.
41. (New) The track system as in claim 31, further comprising a turbine disposed to assist in conduction of air displaced by the vehicle.
42. (New) The track system as in claim 41, wherein said turbine is turbine is disposed within the vehicle.
43. (New) The track system as in claim 41, wherein said turbine is disposed within said tunnel.
44. (New) The track system as in claim 43, wherein said turbine is disposed at an entrance to said tunnel.
45. (New) The track system as in claim 43, wherein said turbine is disposed at a meeting location within said tunnel between vehicles traveling in opposite directions within adjacent tunnels.
46. (New) A track system for a rail-borne vehicle, comprising:
a rail-borne vehicle;
a tunnel having an interior wall circumference closely matching an exterior profile of said vehicle such that a substantial portion of the air displaced by said vehicle as it travels through said tunnel is not directed between said vehicle and said tunnel; and
a passage through said vehicle configured such that air displaced by said vehicle traveling through said tunnel is directed through said passage and back into said tunnel behind said vehicle.
47. (New) The track system as in claim 46, further comprising guidance add-on pieces attached to said interior wall of said tunnel, said add-on pieces comprising any combination of stator surfaces, lateral guide rails, gliding laths, or stabilizers.
48. (New) The track system as in claim 46, wherein a cross-sectional profile of said tunnel is substantially identical to a cross-sectional profile of the vehicle.

49. (New) The track system as in claim 46, further comprising a turbine disposed to assist in conduction of air displaced by the vehicle.

50. (New) The track system as in claim 46, wherein said turbine is turbine is disposed within said vehicle.

51. (New) The track system as in claim 49, wherein said turbine is disposed within said tunnel.

52. (New) The track system as in claim 46, further comprising a channel in communication with said tunnel interior through an opening, said channel configured to conduct at least a portion of the air displaced by said vehicle.

53. (New) The track system as in claim 52, wherein said channel is in communication with the outside environment such that displaced air within said channel is conducted to outside of said tunnel.

54. (New) The track system as in claim 52, comprising a plurality of said openings between said tunnel and said channel such that displaced air within said channel is conducted back into said tunnel behind the vehicle.

55. (New) The track system as in claim 52, wherein said opening is closeable.